SUBSIDIES AND GIFTS HEAPED ON THE CANADIAN PACIFIC.

Mow the United States Assist the Great British Military Highway Without the Bonding Privilege Which Injures Amer-tean Bonds, It Could Not Be Rus, OTTAWA, March 25. The scheme for establishing a fast steamably line between Canada and

England with vessels of the Teutonic type, capable of maintaining a speed of twenty knote will make the Capadian Pacific Railway a more valuable military highway than ever for Eng land. Sir Charles Tupper was brought from London to take the place of the present Tory Premier, Sir Mackenzie Bowell, by the Canadian Pacific, and the Candian Pacific will supply him with campaign funds for the approaching elections. In return, Sir Charles, if sustained at the poils, is to purchase from the Canadian Pacific several million acres of wild land in the Northwest which it got with its other Government subsidies, and to make it present of the Intercolonial Railway Government road which has cost the taxpayers \$55,000,000 to date. The Capadian Pacific needs money, and can bond the Intercolonial for ten or fifteen thousand dollars a mile. Halifax is one of the termini of the Intercolonial, and in winter the fast steamships will run from Halifax. In summer they will run from Quebec, where the present Canadian Pacific system connects with the Intercolonial. Thus the fast line will be a link, and an im portant one, on the route between England and Asia, to which Canadian Pacific steamers run from Vancouver. These steamers are subsidized by the British Government on the understanding that they may be employed in case of war as auxiliary cruisers. The fast vessels on the Atlantic are to be subsidized by England to the amount of \$350,000 or \$375,000 a year on the same understanding. Canada is to give them an annual subsidy of \$750,000. Hallfax is protected by the British North At-

lantic squadron, by the guns of the citadel, and by elaborate fortifications on the small islands commanding the entrance of the barbor-The citadel at Quebec is in a rather dilapidated condition fust now but could easily be made impregnable. The Pacific end of the railway is protected by the fortifications at Esquimault and the North Pacific squadron. Troops embarking at Liverpool on the twenty-knot steamers could be landed at Halifax, 2,530 miles, in five and a half days, at Quebec, 2,601 miles, in about the same time, at Montreal in six days, at Winnipeg in eight and a half, at Vancouver in ten or eleven. At Vancouver, in addition to the Canadian Pacific steamers running to Yokohama and Hong Kong, the latter point being reached from Vancouver in twenty days, there is a line of steamships, subsidized by the Canadian overament, to Honolulu, Suva, in the Fiji islands, and Sydney, Australia. The trip from Vancouver to Sydney occupies twenty-four days. Hence, with fast steamships on the Atlantic England will be able to reach any part of the Pacific Ocean in remarkably quick time, and to distribute bodies of troops along the northern frontier of the United States, all the way from Maine to Oregon, in less time than it took to send the Guards to Hallfax during the Trent affair, thirty-two years ago. Some suspect Mr. Chamberlain of having had

a hand in the deal whereby Tupper is to be substituted for Bowell and the Intercolonial turned over to the Canadian Pacific. The Government. which Tupper is now a member, and will soon be head, proposes, over and above this, to spend \$3,000,000 on fortifications in Canada next year, but the Liberals will refuse to let the vote pass. They are afraid Ministers would steal most of the money for the elections, and think that instead of arming against the United States for a war which, if it should ever come. could end only in one way, Canada would be better employed in seeking closer trade relations. It is understood that when the fast line is established, and the finances of the Canadian Pacific improved by the sale of lands to the Government and the bonding of the Intercolopial, Sir William Van Horne will retire from the road. The stock has been unloaded on Englishmen, and those operations will not them in easy street for a while. Sir William and his associates, Lord Mountstephen, Sir Donald Smith Mr. Angus, &c., are now among the richest men in Canada, and, naturally, among the most

The weakness of the military route is that the United States could smash it in fifty places in a week. On the way from Halifax to Quebec the intercolonial, once it makes the turn at Rimsuski, runs close to the United States boundary finnipeg is only sixty miles from the boundary and from there across the plains to the Rocky Mountains and beyond to Vancouver the Canadian Pacific could be cut in pieces by a few resolute men. All the white and black soldiers England has would be insufficient to guard the 3,700 miles from Hallfax to Vancouver. The United States could virtually destroy the

route without going to war at all. The Canadian Pacific could not keep going if it were confined to Canadian traffic. The Intercolonial which with its branches is 1,140 miles long. traverses a region containing less than a million people. The main line of the Canadian Pacific from the Ottawa River to the Pacific Ocean, a distance of 2,800 miles, passes through a wilderness in which, all told, there are not half a million whites. The rush of population from Canada to the United States is so great that in the last census decade the per-

through a wilderness in which, all told, there are not half a million whites. The rush of population from Canada to the United States is so great that in the last census decade the percentage of increase throughout the Dominion was less than the percentage of increase in England and Wales for the same period. The country is at a standstill, and in the best parts of it the Grand Trunk is a formidable competitor of the Canadian Pacific. The latter has to reach out for American business or starve. It does a large business between Minneapolis and Boston the Pacific States via its main line to Vancouver, and its sissamers thence to Tacoma and San Francisco; and also between the United States and China. It has to thank the bonding privilege for all this traffic. Were the bonding vivor of the main line was subsidized to the extent of \$25,000,000 and 25,000,000 acres, which are being bought back by the Government, the company baving been unable to sell them to others; in addition, complete sections of road that cost the Government \$11,000,000 were presented to the company, together with telegraph lines, locks, surveys, and tax exemptions in perpetuity worth several millions more. The line through Maine is subsidized to the extent of \$15,000, Maine is subsidized to the centent of \$150,000 and privilege and lands. When it gets the Innercental millions more. The line through Maine is subsidized to the centent of the company to other, it has heled Canada, the Fets the Innercental and lands. When it gets the Innercental and the pool of the country, and the steamships to China have received an enormous sum in cash and lands. When it gets the Innercental and the provides of the country, and the steamships to China have received an enormous sum in cash and lands. When his period is a pr

it to traffic or railroads west of Obleago. The Cahadian Pacific was not built in 1871—Indeed coarcily contemplated when the treaty was signed, and of course its competition with American lines at Minnespoils and on the Pacific coast was not thought of, nor did any one dream that it would figure in American outrade with China. Had Congress known that it was to appear, with its teremendous subsidies and as a factor in the armainents of England, on American soil, as a competitor of American lines, it is doubtful whether Article 29 would have passed as it stands. Congress would be justified, it seems to me, in reverting to the status quo ante: that is, in saying that the bonding privilege shall not apply to routes west of Chicago and the Sanit.

"Then, asain, what about the refusal of the Canadian Government to allow American fishermen to bond their catch in Canadian ports exespt on payment of a tenuage tax? The object of the Government in acting in that unneighborly manner is to diminish the enteh of American fishermen on the Hanks through the inconvenience they are but to and worry them into asking Congress to give Canada free trade in fish and other natural products. But why should the farmers of Mailtoba or the merchants of Ontario enjoy the privilege of shipping their products to Europe and gotting merchandise from Europe through American territory, while his neught by American citizens in the open sea are not allowed to pass through Canadian territory to Hoston or Provincetown? canada permits and encourages the fishermen of France engaged on the Ranks to bond their fish in Canadian ports for the United States and the West Indies, although France gives Canada mothing in return, her lish duries being prohibitory. But the American skipper who does not pay the tomage tax to fhe Canadian treasury, is obliged when he has a full load to sail past Canadian ports for the United States and the West Indies, although France gives (anada mothing in return, her lish duries being when he has a full load to sail past Canadi

MEMORY'S MYSTERIES.

Francisque Sarcey Writes Entertainingly of Those He Has Observed. Francisque Sarcey wrote the following for a

recent number of the Paris Figure:
"Who in conversation, when seeking a name, a date, or any detail that flies before the memory and escapes, has not cried out in a tone of impatience, 'I have it on the tip of my tongue and, true enough, that name, that date, or that detail is on the tip of the tongue. It seems as if the slightest effort would suffice to formulate it but by what strange phenomenon does it refuse to allow itself to be captured? The more you follow it the more it runs back into the depths of the mind. Your hands almost tremble with mpatience and your eyebrows knit in the effort to catch it; but all is in vain. That wretched name you cannot seize, and you are obliged to replace it by some other word. And what is more extraordinary is the plain fact that, if the name conceals itself, you have present in your mind all the circumstances which accompany t, which distinguish it, and make it known.

"There are people with whom these failures of memory are frequent and insupportable. For my own part. I am very subject to them. In conersation when I suffer from them I have to be resigned, but in public speaking I find the in convenience very painful. I am never sure that I may not have to stop short before the name of the author, or of the book that I am talking about. That name I have pronounced already ten times in the course of my lecture; but suddealy it vanishes from my memory. I have it on the tip of my tongue, but the tongue remains powerless. The thing is a sort of malady of the memory, which is often very painful. What is the cause of it? That is a question which I have often asked myself, and many others must have asked themselves the same question; because in reality this disease is very common. and the theatre continually draws comical scenes out of it. I have just read an article in the Revue des Revues which throws some curious light upon this defect of the memory. It is by Alfred Binet, and gives an account of the investigations that have been made in this matter by some learned Englishmen. The author tells us that, in the Laboratory of Psychology in Paris, he made some interesting experiments. For example, a list of fifty words was read to a patient or subject, and he was asked to repeat them. He discovered about ten in his mem-

repeat twenty. The thirty others were gone. But were they gone forever, destroyed? Not at all. The person who heard them retained them in his memory, but rould not grasp them; and here is the proof of it. A list of sixty words was made, among which were thrown in the thirty words already read. This new list was read to the subject, with the request that he would indicate the words previously read, if he could discover any. He was rarely deceived, and gen-erally pointed out the thirty words that he had forgotten. Now, if he recognized them, it is plain that he must have remembered them.

crally pointed out the thirty words that he had forgotten. Now, if he recognized them, it is plain that he must have remembered them.

"This experiment in the scientific form is ingenious. But we are constantly repeating it in every day life. For instance, you are sometimes invited to go to the theatre to see an old piece that you have forgotten. You can hardly remember the title. You are asked to give the substance of the piece, because you ought to remember li, for you saw the first representation of the work, but no recollection of it comes to your mind and you can't answer. The first scenes are played, and then suddienly the whole play rises up from the depth of the past and the first upon the memory. And again it after the played of the past of the play in the past of the play it was the money. And again it after the power of the play it was a swarm of recollections that have slept for years becomes aroused and hums again. What are we to conclude from this, if not that of all the recollections that are stored in our mind, about one-third are constantly at our disposal for our daily use, while the other two-thirds are put away in drawers, whose keys we have lost? We are like those women who know well that they have, somewhere in the house, choice laces carefully put away, but can't tell where they are. They ought to be in this or that wardrobe, but the lock can't be pened. Sometimes the good woman even forgets that she ever possessed such laces until some fine day, when the often fancy that there is mystery surrounding the thing, but nothing is more simple. The fact is that in reality those memories were not burled or desiroyed. Without our knowledge they remained preserved in the archives of the mind, but we could not bring them out, because we had no need for them.

"Maury, who published a very remarkable study of dreams, gives a fact that at first sight seems many elous. He returned after a long absence to his mitive place. One night he dreamed that a gentleman whom, in dreamland only, he recognized as a "This experiment in the scientific form is in-

A NEW NAVAL RESERVE.

COMMANDER MILLER'S ACCOUNT OF THE SYSTEM PROPOSED.

A National Budy of Navat Auxiltaries to Supplement the Present State Naval Militis-To Be Composed Largely of Scafaring Men-Port Guard Ships and Torpedo Boats to Be Provided for It.

The Naval Reserve Association has drawn up a substitute for Mr. Cummings's bill to establish an auxillary force in addition to the one aiready furnished by the Naval Militia of the various States,

The view taken in this measure is that there should be a national organization for this purpose. As Commander J. W. Miller of the First New York Naval Battallon expresses it, many ex-navy officers have always desired to create a United States Naval Reserve by development out of the Naval Militia organizations; but this could not be done until the States whose prop orty and commerce would be jeoparded by a sudden war should be awasened to their comparatively defenceless condition.

The time is now ripe, says Commander Miller in view of recent events to organize and instruct scafaring men as Naval Reserves, and also to obtain torpedo boats for local use in the protection of specified ports and of sections of coast within which they are to be stationed and used. These boats can be supplemented with larger vessers, stationed in specified ports, and these also can be used for the enlarged and improved instruction of the State Naval Militias As the term of enlistment of the latter in several States will soon expire, it is further suggested that some new method of developing inthusiasm will be useful in order to enlarge and strengthen that body, and any legislation for this purpose should look primarily to what will increase local interest and growth.

Commander Miller points out that we must not assume that we can draw men from a large merchant marine, since such a marine does not low exist. Nor could long terms of service be required from the national Naval Reserves since on account of the nature of the coastwismerchant navigation it would be impossible for officers or crews of merchant vessels to do nore than attend evening drills during the winter, and perform a week's tour of duty during the summer, "We can, however," says 'ommander Miller, 'induce fishermen, vacht sailors, and 'longshoremen to serve a month or more during the winter by paving them. It will therefore be no more difficult for men to enlist in the United States Naval Reserve than for other men to join the Naval Militia or Na tional Guard. New York has now over 12 060 uniformed National Guard and only

about 400 in its Naval Militia." What Commander Miller, then, would de clop is, "first, State Naval Militias, capable of defending, as organizations, certain specific localities, and, secondly, a United States Nava-Reserve, composed of officers and men of the nerchant marine, to augment the forces of nen-of-war in time of emergency. In order to accomplish these two results, one or two of he new battle ships and torpedo boats should be stationed in certain harbors with a mini mum crew, thus liberating the enlisted men of the navy for duty on board the cruising squad With these explanatory statements of rons." the objects of the new measure attention can now be directed to the proposed bill itself.

now be directed to the proposed bill itself.

It begins by declaring that a United States Naval Reserve shall be established, composed of able-bodied men between 18 and 45 years of age, to be enrolled in such numbers as the President shall deem necessary, for periods not exceeding five years. They are to have grades and ratings corresponding to these in the navy, and to consist of the following: Ex-officers and former enlisted men of our navy, Marine Corps, State Naval Milltins, revenue marine, life saving, lighthouse and Crast Survey services, duly certificated masters, mates, chief or assistant engineers, pilots, and all other serving in the merchant marine, the owners, officers, and crews of yachts, 'and all other persons whose principal occupation is on the high sea or navigable waters of the United States, or In the construction, repair, and rigging of vessels.

navigable waters of the United States, or In the construction, repair, and riging of vessels, of the construction and repair of marine enterest of the construction and repair of marine entermination of the construction and repair of marine enterests and before and before are to be commissioned, and their names are to be commissioned, and their names are to be put on the Navy of ability and of their length of previous service. They are to have their choice as to performing the annual drill exercises, but if they do perform them, are to have the same pay as officers and men of the navy, and they must war or inuminent danger of war.

A noteworthy section of the bill is that any vessel commanded by a commissioned officer of this Naval Reserve, and having in her complement at least live officers and men of the Reserve and a least live officers and men of the Reserve and a least live officers and men of the Reserve and the right to fig a distinctive flag or penant as prescribed by the Secretary of the Naval Reserve vessel, and shall have the right to fig a distinctive flag or penant as prescribed by the Secretary of the Naval Reserve of members from the nav, two from the nevel and all needed rules, and at their reguest the Secretary of the Naval Reserves of the state Naval Millian, appointed by the President, to serve without extra pay for five years. They will establish all needed rules, and at their reguest the Secretary of the United States Naval Reserve and the Aval Reserve of the Reserve is fixed at \$50,000. In addition there is to be stationed in each of the principal ports a perturbative to the Naval Reserve of the half his former pay.

The annual appropriated annually, until twelve states and the reserve and the Naval Millian. Similent of the Carlot States have a subject to the Naval Reserve of the half his former pay.

The construction, arming, and equipping of three such torsels do at the subject with the each of the stationed in each of the principal ports a perturbation by a Board of Commissioners, the Na

e year. Class IV.-All expetty officers of the United

meers in the merchant marine of the United States, and all masters of yachts above ten tona (C. H. M.) enrolled in any regularly incorporated yacht club. All Reserves in this class to report annually in person, to qualify as in the other classes, to serve at least three days on board a United States vessel, or attend at least six exercises during the year.

Class V.—All formerly emisted men in the United States navy, all formerly emisted men in the United States navy, all formerly emisted men in the United States any, all formerly emisted when in the United States and all mates and other officers of years or more in the Naval Milita, all other officers and engineers than those engities to the higher classes serving in the merchant marine of the United States, and all mates and other officers of yeachts above ten tons (C. H. M.) enrolled in any regularly incorporated yacht club. All Reserves of this class to report annually in person, to qualify as in the other classes, to serve at least three days on board a United States vessel, and allo to attend at least six exercises during the year.

Class VI.—All mon serving in the United States merchant marine, all owners and crows of yachts above ten tons (C. H. M.) enrolled in any regularly incorporated yacht club, and all persons whose pathers and occupation is on the light say or the raying gable waters of the United States, or in the construction or repair of marine engines or electric plants or parts thereor. All Reserves, a the construction or parts thereor. All Reserves of this class to serve at least six days on board a United States vessel, and to attend at least six exercises during the year.

classes, to serve at least six days on board a United States vessel, and to attend at least six exercises during the year.

States vessel, and to attend at least six exercises during the year.

It remains to add that all members of the Reserve of every class must personally report, when enrolled to be physically examined and to receive their rank or rating. Thus there might be found, in the six classes spoken of, respectively. Lieutenant-Commanders, Junior Lieutenants, Ensigns, and first, second, and third-class seamen.

The districts would be made up geographically, the Great Lakes forming one, with one port of enrollment, the Missisppi and its tributaries another district, with its port, and the remaining districts being on the scaloard. The manner of enrollment by naval officers and instructors, the certificates of enrollment or discharge, &c. are suggested in part by the wording of the bill already described. A member of the Reserve, changing his residence from one district to another, would receive a transfer. The subject here presented has received much attention during many years, both in and out of Congress, and the latest result of thought and experience is embodied in the present plan.

NOW FOR THE FORTS.

The Guns, Mortars, and Carriages Needed The Time Required for Making Them.

WASHINGTON, March 27. With the Arms and Navy Appropriation bills out of the way the Fortifications bill is the only remaining one of importance relating to the national defence for the House to look after. There are, it is true, special measures pending, like the reorganization bills for both services, but these are not among the necessary annual supply bills and may or may not be acted upon before the summer adjournment.

As to the armament of the forts, exactly how much money is still required for it in all is difficult to ascertain, but among the estimates are \$10,350,188 for heavy Watervillet guns. \$10,-287,000 for carriages, \$9,801,120 for mortars \$5,118,000 for mortar carriages, and \$3,380,131 for guns under construction at Bethlehem.

But, as a practical fact, even if \$50,000,000 was all appropriated in one bill for guns, mor-tars, and carriages, most of it would remain unexpended during the coming year, simply be cause the Government shops could not finish and assemble more than a small part of the guns and carriages required. Several years ago ongress was informed that it would take from fifteen to seventeen years for the Watervliet factory to supply all the guns needed, and thereupon it ordered 100 guns from the Bethchem Iron Company. This was a material help, and Gen. Flagler now officially estimates that the guns remaining to be manufactured could be completed " in about twelve years," and that the carriages ought to be finished in the same time, so that what Congress needs to appropriate for him annually, on account of seacoast fortifications, is \$3.718.050. In addition, it is expected that by the end of the next fiscal year the Bethlehem Company will have ready nine 8-inch, nine 10-inch, and four 12-inch guns, the cost of which, with ammunition for proof, will be \$697,691. For this item \$200,242 has been heretofore supplied, which leaves a balance of \$497,449. Thus on this account there would apparently be needed a total of about \$4,200,000. Then their carriages ought to be ready for hem, at any additional cost. But in reality the amount provided in the

calibre not even the type gun has yet been built. Congress has repeatedly refused to sanction its manufacture, evidently regarding the 12-inch gun as capable, with the advantage of a land platform, of defeating any ship. Gen. Flagier has strongly urged the value of 16-inch guns in their crushing effect on war vessels, but if Congress should not conclude to authorize them at this session, his estimates could be materially reduced, because they are based on buying steel and on running the gun factory to its full capacity both for this and for all other callbres. In addition, Gen. Flagler estimates upon carriages for a year beyond the guns. Accordingly Congress may prefer to make its estimates for the carriages for the same length of time as for the guns, since one is useless without the other. There are ways in which the ordinance estimates might be diminished. On the other hand, there are ways of increasing them. One is that of providing for double work at the Watervisit factory, that is, with a night as well as a day force. This would be a desirable arrangement. has strongly urged the value of 16-inch guns

is that it estimates for 16-inch guns, and of this

factory, that is, with a night as well as a day force. This would be a desirable arrangement, except that then the guns turned out would be still further ahead of the carriages than they are now. They would also apparently be far ahead of the emplacements. It would, therefore, seem desirable to provide rather for double work on the carriages, and, as far as possible, on the emplacements, until they can catch up with the guns.

There are auxiliary needs for the forts, some of which are of interest. One is that of \$5,000 for testing the Bethlehem guns which may hereafter be completed. Another is that of \$30,700 for powder and \$31,825 for projectiles. These items are mostly for seaconst guns, but they also include siege and field guns. All are necessary, as there must be some target practice every year, and there should also be a little reserve ammunition for emergencies. One of the items is for metallic carridge cases, as these are required for the field guns using smokeless powder, and to convert them into rapid-freguns. The Ordnance Department has been at work on the proper form and dimensions of these cases for some time, and there should be a supply of them. The provision of a small quantity of reserve shrapper for field service is obviously wise.

Plainly necessary items are \$35,500 for

supply of them. The provision of a small quantity of reserve shrapnel for field service is obviously wise.

Plainly necessary items are \$35,500 for powders and projectiles for proving heavy guns, since each discharge costs a considerable sum; \$163,800 for steel shell for mortars and \$98,738 for shot for heavy guns. These last sums will purchase 936 shell for 12-inch mortars, and there have already been 745 provided for, so that there will be in all about twelve shell each for the 140 mortars we now have on hand. That is certainly not an excessive supply. There can also be furnished 402 shots for the 8-inch, 122 for the 10-inch, and 50 for the 12-inch guns at the present contract price of 41 cents per pound. Centracts have already been given to the Midvale and Carpenter works for 1.173 shot, and those now askell for will make about twelve rounds each for all our guns likely to be mounted on carriages under the provisions of this estimate.

It may be added that Gen, Flagler's estimates

mounted on carriages under the provisions of this estimate.

It may be added that Gen. Flagler's estimates provide for twenty-five more of the steel field places used by our artiflery, to be added to the 215 already made or in construction. It is wise to add a few each year, so as to accumulate gradually a reserve. There are also provisions for field mortars, for sights, fuses, primers, and so on. Gen. Flagler's estimates contain these points: and so on. these points:

these points:

The original Scott sight purchased by the department for textcost \$184 delivered free of duty. These tolescopes sights are easential where very accurate pointing of a canoon is required, and as the disappointing of a canoon is required, and as the disappointing of a readily be used with them. The great cost of ammunition in firing a modern searchest gun justifies the expense of these telescopic sights. The department has siready ordered the following numbers of ones tangent sights, viz., sixty six for sinch guns, at \$100 cach, forty-five for tolench guns, at \$100 cach.

Finally, there are neglect areas! Finally, there are sundry small provisions for he establishments at Watervillet, Watertown,

THE DOCTOR'S ADVICE.

T. R., N. V .- What is the best remedy for nervous dyspepsia?

Our Cerebrine, extract of the brain, with Natrolithio
Saits. It will cure you if instructions followed.

C. E., N. V .- Am very nervous and irritable; do not seep well as night.
Take our terebrine, extract of the brais; Gastrine and Natroithic Saits. Trouble is intestinal indigestion.
F. B. R. Boston.—Testina three times a day, after-

nated with Cerebrine, cold baths and plenty of exerclse will relieve your despendency.
P. H., Munde - For chronic constipation nothing equals our Natrolithic Salts.

lda, Coboes.-What is the best treatment for neryour prostration?
In your case Cerebrine, in alternation with Ovarine. Natrolithic Salta. Outdoor exercise.
THE DOCTOR.

The above preparations and other specialties of the Washington Chemical Co., Wash'n, D. C., including the famous

ANIMAL EXTRACTS

and NATROLITHIC SALTS, At all Druggists. Send to the Company for Literature and free modical advice. QUEER PETS IN ARMY LIFE.

THE ACCOMPLISHED COLLIE DOG OF AN INFANTRY COMPANY.

Gen, Miles's Team of Past-trotting Etha-

Tale of a Pet Cob Bear and His Mother
A Untamount and a Panther that
Loved Men A King Sanke's Friendship. A curlous feature of military life is the fondness shown by the soldlers for animal pets. Nearly every regiment in the service has a pet of some kind, and the animal or bird, whichever it may be, not only lives in garrison on the fat of the land, but also often accompanies the men on marches and in the field, scentingly content to endure its share of hardship and seril as well as the rest. Every one remembers that when the garrison of Cork marched out with colors flying en route to the Crimea thay were compelled by orders to leave their four-footen pers at home. All sorts of schemes were practised to evade the order. When the drum corps was directed to beat a narch not a single drummer appeared willing to obey the order. A stern command brought forth the music, and it also brought forth such a yelping and snarling that further concealnent was impossible. The men had endeav

While stationed at St. Augustine, Fla., one f the infantry companies had a bright little ollie dog named Chico. He was almost as well informed concerning the bugle calls as the soldiers themselves. There are all sorts of alls blown during the day at an army post, uch as reveille, sick call, guard mount, drill, mess, fatigue, parade, and retreat. Chico had a special fondness for some, particularly those that announced breakfast, dinner, and supper and those for the formation of the company. When the bugle sounded mess, Chico was promptly on hand, and gravely proceeded to the dining hall, where his portion of the meal was assigned to him; and should it occur that chanced to be some distance away when the call was blown, his keen car would always letect its peculiar significance, and been be would come at full speed to take his place in line for the march to the mess hall. Chico's particular pride was that his company should

ored to smuggle their animal friends on board

hip through the agency of the drum corps.

show off well. At the first call for guard nount, drill, and parade the dog always cleared the company parade of interlopers, whether they were civilians or members of other companies. At St. Augustine the baracks are located in an old Spanish monastery which contains a courtyard in the rear leading nto the street by way of an old fashloned sallyport. Here the company usually formed, and Chico promptly fell in with the men of his own squad, taking his place among the file otcores. When the company breke into column of fours to march out of the sallyport, the little collie quickly leaged to the front, and acting as advance guard, exercised his good judgment by chasing small boys and others out of the line of march. When parade was formed thice again took his place in the rear, and as the longles sounded the retreat he raised his voice and accompanied the music in a series of well-meant howls. After the coremony he preceded the company back to quarters, and when the men were dismissed the little fellow fell out with the rest and jumped around in high glee, at the same time giving vent to juyous barks, as if to congratulate his comrades upon their successful performance of duty.

When stationed at Fort Keogh, in the far Northwest, Gen. Nelson A. Miles, now commanding the army, was the owner of a very pretty pair of just that were the wonder and admiration of every one who saw them. They were two young elks that had been thoroughly broken to harness, and behind this brace of beauties the sally port. Here the company usually formed.

were two young elks that had been thoroughly broken to harness, and behind this brace of beauties the General could often be seen spluning across the snow covered prairie at a 2.40 gail. When not in use the animals were carned loose to roam at will, and remained on the very best of terms with the hounds and a anytive buffalo at the post. Occasionally they would wander off into the timber of the Yellowstone, but when nightfall came on the two were always to be found at the home corral awaiting their keeper's attention.

Vellowstone, but when nightiall came on the two were always to be found at the home corral awaiting their keeper's attention.

Capt. Baldwin's company, then at Fort Keogh. Mon. was extremely encessful in carturing and taming animals "ferre natura." Among others was the young buffale above referred to, who had somehow drifted in among the post herd, and, being rounded up with the others, was made a priscner when quite a calf. The youngster was gentle and tractable enough at lirst, and playfully butted the soldiers right and left without the least attempt at being hostile; but as he grew older his beliggerent nature began to assert itself, and one day, having had a personal difficulty with the king of the domostic herd, he chased all the rest of the animals out of the corral, and was himself chased so far up the Yellowstone Valley by his big enemy that he has never been seen or heard of since.

Another pet of Capt. Baldwin's men was a black bear cub that had been captured in a neighboring cañon by a party of Cheyenne Indians. The little fellow was brought to the barracks and put into comfortable quarters, where he lost no time in making triends with the company cat. He was taught to do several ricks, among others those of boxing, juggling an empty barrel with his paws, and daneling to the tune of a fiddle. As he grew older he had more liberty, the only restraint put upon him being a small wooden chair to which he was chained. Pete, as he was called, would be or shad over the post carrying the chair in his paws, and when he found a confortable nook or shad younger that pleased blum here he surrent bill may be less, for two reasons. One

go all over the post carrying the chair in his naws, and when he found a comfortable nock or shady corner that pleased blim there he would sit for hours until his fancy moved him to go somewhere else. Pete's reputation as a trust-worthy bear, however, was spoiled one has attempt to see an under red-inanded in an attempt to see an under red-inanded in the chair, which had become entangied in the knotty problems of a bunch of gnarled oak. When his former comrades, as usual, familiarly approached him, the hitterto gentle animal knocked the first comer about ten feet with a stury blow, the result of the excellent boxing lessons given him, and he would have served the others in like manner had they come served, a very. Fete was carried back in disgrace, a very. Fete was carried back in disgrace, a very like and the men were at a loss to understand the change in the animal's disposition, until one night the reason was discovered by accident. Fete had a midnight visitor. A soldier returning pretty late one evening almost ran into the arms of a second bear who was apparently holding an earnest conversation with the prisoner. The stranger was a large customer, and ser, and sere enough back came the same intruder apparently on a visit to Pete. This was kept up for some time, the larger bear, and this felling the enfour. He had sure the same intruder apparently on a visit to Pete. This was kept up for some time, the larger bear, and this felling the enfour. He assume that the end of the same intruder apparently on lever. So It was decided to set a trap to catch the larger bear, and this felling the enfour. He are an interest and an enforced that these midnight visits had a very basi induce to upon lever. So It was decided to set a trap to catch the larger bear, and this felling the enfour. Fer and the part had been decided to set a trap to catch the larger bear, and this felling the enfour. Pete attended the enfour field of the part of the trap and the part had been decided to set a trap to catch the larger bear and the p

through Mexico, but civilization and other influences have since crowded them south, until now the only wild specimens are to be found in the States of Chianas, Querefaro, and Tabaseo, as well as in the jungles of Yucatan and Central America.

This pet of the don's was a beautifully painted creature with spots from tip of nose to end of tail, and the markings along his spins were of a deep, velvety black. In chasing down deer or coursing jack rabbits, Van, as he was called, took as much pleasure and delight in the sport as his master; and while he was ferocious and bloodthirsty enough when trailing game, at home he was just the opposite for he had acquired the gentle confidence of friendship, and his faith in his master seemed to be unbounded. In Texas they have all sorts of snakes. The best of them all is the king snake, for this little monsrch is entitled not only to the respect of manking generally, but also to the whole some fear and respect of every poisonous ophidian with which he may chance to come in contact. The king snake is not venomous, but he is a terror so far as venomous snakes are concerned. Soliders in camp always welcome his presence, for it is a pretty sure thing that when he is around no poisonous snake will venture near the camp.

concerned. Soldlers in camp always welcome his prescuce, for it is a pretty sure thing that when he is around no poisonous snake will venture near the camp.

A troop of cavairy not long ago was encamped among the chapstral of the Pecus bottom, and scarcely had the suddles been removed and the herd turned loose than scores of king snakes came forth to investigate the condition of affairs. Fortunately an officer, recognizing the good qualities of the intruders, explained the benefit of having their kingships around. Even the horses, probably from instinct, showed not the least ineasiness or alarm at the presence of the reptiles, whereas it is a well-known fact that a lorse usually exhibits the greatest fright and excitement when in the presence of a poisonous snake. Hemaining for some little time in the vicinity, the soldlers became more or less familiar with their legiese visitors, and one old sergeant soon found out that he received constant calls from a certain king snake that had his home in a rotten tree stump not many feed distant. The serpent would often crawl in and out of the tent, but his favorite diversion appeared to be winding himself, After a while man and visitor came to be on the best of terms, but when camp was moved the strange friendship came to an end. The snake was carried along on the first day's march, but when turned loose in the afternoon from his box he lost no time in making his escape in the bushes, and probably started on a back journey to his old home in the stump.

WHITECAPPING WILD TURKEYS. A Novel Way of Stalking the Big Birds in the Winter Time.

From the St. Louis Globe Democrat There are so many ways of hunting the wild rkeys that it would seem the extinction of he game will only be a question of a few years, All the ingenuity of the woodsman and the amateur Nimrod is tested in attempting to outwit this exceedingly cunning old roamer of forest and the field. It remained for Col. Samuel Holliday to spring the latest and most effective method of hunting the wild turkey. "Last winter," says Holliday, "I went up to

Boiling Spring, on the Gasconade, intending to do some fishing there. As the weather was very cold and the bass consequently sought the warmer water of the big spring, I tried a day fishing, doing fairly well, and then a nice eight inch snow fall came to mantle the bottoms across from where I was stopping. I saw three different droves of turkeys in the field where corn had been raised, scratching around

In the snow for food. "The sight of those fine old fawls made fishing seem tame, so I went up to Joe Lotheridge's house to rig up for a trip after turkeys. His wife had hung out some clothes to dry . and I noticed the sheets were almost as white as snow. Right then an idea struck me, and I se cured one of those white sheets, got my gun and shells, and was soon on the other side of the Gas conade with the assistance of Lotherlige and his boat. Before ascending the bank to the field. I took the sheet, wrapping it about me so as to completely cover my body, head and all. I arranged the front so that I could part the sheet and use my gun quickly. I cut two small holes in my ghastly garment to peep through, and then carefully ascended the river bank, "When my head rose over the bushes, which

were weighted down with snow, I saw about fifteen turkeys scratching away for stray kernels of corn. Bending forward to a built stoop ing position, I began to move on the birds very slowly and silently. The snow being light and deep, it was easy to push my feet through it instead of raising them above the surface, and so I ploughed my way along toward the coveted game. I got within 100 yards of the turkeys, when I noticed they were gradually working toward me, so I sat down in the snow and waited. It was perhaps half an hour when I was almost surrounded with the unsuspecting flock. I did feel as if it were taking a most infernally mean advantage of the game, but then I remembered how many times I had tramped through the mountains and valleys from early morning until nightfall, only to be rewarded with a distant glimpse of the smallest bird that prowis through the woods. Then my heart grew hard, and I fingered the triggers of my gun in a manner that boded mischief to at least one old subbler that was kicking su e almost

ered old bird came so close I could almost have reached him with my band.

"After studying my victims, or victim, for some time, I suddenly sprang up, threw saile the snows mantic, and it would have made a mule hough to have seen the survive of the fatter of the shots had died away along the sunset hills to the westward. Then old Long Joe Lother-like came running up with that yard-wide grin of his spiriting his physiognomy in twain.

"Well, I'll be durned if thet don't jiet knock ennything I ever seed. Well gif out en give ennything I ever seed. Well gif out en give ennything I ever seed. Well gif out en give ennything I ever seed. Well gif out en give out the hull gang. Then Joe dragged his length of anatomy away toward the sunset, chucking: 'Danged if the trick ain't sunthin we uns oughter got onter long ergo.

"I lugged the turkeys down to the boat and soon had them hanging up by the cabin. I thawed out by the log fire until Joe signalled from beyond the ley waters to come over with the boat. He had located two roote's in his the boat. He had located two roote's in his the boat. He had located two roote's in his that he would hardly 'pack' as and exposition of the word of

the other four.

We saw turkers on the way home besides those we were lugging, but Joe's tattered and stained pajamas scared them almost to death."

PERILOUS TORPEDO WORK.

HOW CUSHING AND HIS MEN SANK THE RAM ALBEMARLE.

The Story Told by Probably the Only Man Living Who Took Part in the Attack - A Daredevil Scheme Carried to Success.

From the Chicago Record. John McDermaid a prominent manufacturer of Rockford. Ill., is probably the only surviving nember of the little crew that embarked in the steam launch with Capt, William B, Cushing on the night of Oct. 27, 1864, and destroyed the Confederate ram Albemarle as it lay in the Roanoke River. Mr. McDermaid is a member of G. C. Nevins Post, Grand Army, and his story has never before been published. He had in 1862 completed a three years' apprenticeship on board the ship James Cuthberts, his time expiring while he was in Quebec. He sailed for some time on the Great Lakes, and at Buffalo enlisted in the 104th New York Infantry. He erved in the army for a year, and then was transferred to the navy, being ordered to the nited States steamer Otsego, one of double-enders," which had encountered the Albemarle several times,

In the summer of 1864 the Otsero, which had been doing duty on the James River, between Hog Island and Bermuda Hundred, protecting Butler, who was constructing the Dutch Gap Canal, was ordered to report to Admiral Porter of the South squadron. Cushing, young, brave, and ambitious, had lost two ships, but had made a record for himself, and was at the Brooklyn Navy Yard superintending the con-struction of a steam launch at the time the Otsego was ordered to report to Admiral Porter. This launch was to destroy the Albemarle, and for this purpose Cushing had it constructed. One attempt to destroy the ram had already failed, four young men being put ashore at the mouth of the Roanoke, equipped with torpedoes and a few days' rations. They attempted to wade through the swamps to Plymouth, and were going to swim the stream and put an end to the ram when capture stopped their plans.

After the failure of this plan an attempt was made to decoy the ram down the river. McDermaid being one of a detail of ten men which strung a line of torpedoes across the channel, and lay for ten days, with wire in hand, waiting to blow the destroyer out of the water, but in vain. The detail sent to relieve McDermaid and his companions was captured. The crew of the ram heard of the trap set for her and would not come down, while the Federals could not go up the river because of the schooners. chains, and other obstructions that were sunk in the channel, and because of the guns of the different forts and batteries, those of Fort Bacon especially. The obstacles were about one-half mile below Plymouth, and the Federals did nos get near enough to the town to shell.

"Early in October," said Mr. McDermaid, "I was ordered to take a number of men and pro-ceed to the flat opposite Roanoke Island, where I was to ascertain if there was a channel deep nough to float vessels from the sea. We set out with a schooner, tug, and rowboat in rough weather. A few evenings later we saw an obect far down the Sound battling with the vaves, heading, apparently, for our landing on Roanoke Island. When the object neared we saw that it was a steam launch, After a hard struggle it pulled up at the landing. In the craft were Cushing and four companions, and a sorry-looking lot they were. The craft was about half full of water, her stack was down, and the fires nearly submerged. Had she been out a little longer her mission would have never been accomplished. Cushing and his men were sent to our quarters, where food and a change of clothing were provided, while I, with a few of my men, set about preparing the launch. The ext morning Cushing set forth with his launch and announced his arrival to Admiral Porter on

the flagship Shamrock.

and announced his arrival to Admiral Porter on the flagship Shamrock.

"The day following Cushing's departure we finished our soundings and set out for the firet, which was lying off Edington, N.C. I had hardly got on board the Otsego when I was informed that a number of my shipmates had answered Cushing's call for volunteers to accompany him up the Roanoke on his voyage of destruction. I did not onlist very readily, having already had a good share of dangerous and difficult work, but was finally prevailed upon to enroll myself for 'death, glory, or promotion,' as our Captain had announced when giving out the call.

"The volunteers from the Otsego were her purser, whose name was Swau, a man named McGuire, and myself. The names of those from the other ships I never learned, save those of Douncily and Huntington, the latter being mentioned in Cushing's report. Two days after the launch was brought alongside the flagship, from which she proceeded, about 5 o'clock in the evening, on her round from ship to ship, gathering her crew. In the meantime Capt. Arhold of the Otsego had called all hands aft to bid us good-by and godspeed. As we went over the slide he cheered us by a few remarks and said that he hoped he would see us again, although he clearly never expected to do so. We seen shoved off in our 'coffin, as the launch had heen christened. Care had been taken in the construction of the craft, and not the least hoise was made as she movel.

"About 7 o'clock in the evening we steamed

"About 7 o'clock in the evening we steamed up the river. It was rathing hard, and in order to avoid detection if possible we hugged close to the edge of the bamboo swamp, making our way up to where the Southfield was sunk. Here we were discovered and halled by the rebei pickets stationed on the sunken craft. Refusing to answer and running close to them.

the edge of the bemboo swamp, making our way up to where the Sonthileid was sunk. Here we were discovered and hailed by the rebei pickets is stationed on the sunken craft. Hefusing to answer and running close to them, they opened fire as warning, having a regular system of musket telegraphy. It was but a few minutes when it was known at Plymouth that something had happened down the river and everybody was on the alert. Coshing concluded to return to the fleet, which was done.

"On the evening of Oct. 27 Coshing, with his launch, was around picking up his crew again, and about 8 o'clock we were once more in the mouth of the Koanoke. We passed the place where we had been discovered three nights before, and considered ourselves safe and well on our mission. Plymouth lies on the high land. Opposite it on the north side is a great, dense swamp. As soon as the bend of the river was turned we could see the lights of the town. Hugging the swamp side, and keeping under the shade of the overhanging mess and timber, we arrived opposite the town without being seen. Then we discovered a black object standing out of the water on the other side of the river, near the lower end of the town. This we concluded to be the ram, but after steaming toward it we found it to be a pile of coal on a dock. Disappointed, we returned to the other side and then steamed up the river about a quarter of a mile. Again taking our bearings, we discovered a huge black object across the river, unquestionably the ram at her dock. It was onlied then steamed up the river about a quarter of a mile. Again taking our bearing, we discovered a huge black object across the river, unquestionably the ram at her dock. It was onlied the hird time the weak of the lawner, the whister hirds of the way across, when the sign of from the stack, we went full ahead at the enemy. We were almost immediately discovered and hailed. We made no answer to two calls, and the stack, we went full ahead at the enemy. "Standing in the bow of the launch, the torspelo lines in his ha

saw three dead, and after we took Plymouth we found three drowned bodies of the launch's crew on shore.

"On coming up from my dive I found I was quite under the shadow of the dock. Soon the river was lighted by torches and lanterns, and everything floating was fired on, lest one of our party escape. Hugging the shore as closely as bossible I swam down stream until I reached the coal dock, when I swam ashore and crawled into some long grass. On taking a survey of my position at daylight I found unseelf within a stone's throw of a path leading from Fort tordiner to Plymouth, and could distinctly see the soiders on the ramparts. I remained in the grass until night, not darling to sir for fear of discovery. After nightfall I made my way down stream, walking cautiously along the shore, and having to wide and swim through many swamps and tributary streams. About daylight I found an old colored man who gave me a little corn bread and kept me until night, when I proceeded down the river in an old sous, at last reaching the Whitehead, which was on picket duty, I was ragged, dirty, hatless, and hearly expositing the suncess of the enterprise. I was sent on heart the flarship, where I reported to the Admiral and was then sent to the Chicopes, to compare notes with Cushing, Cushing, Hunters were ever found safe I never heard."